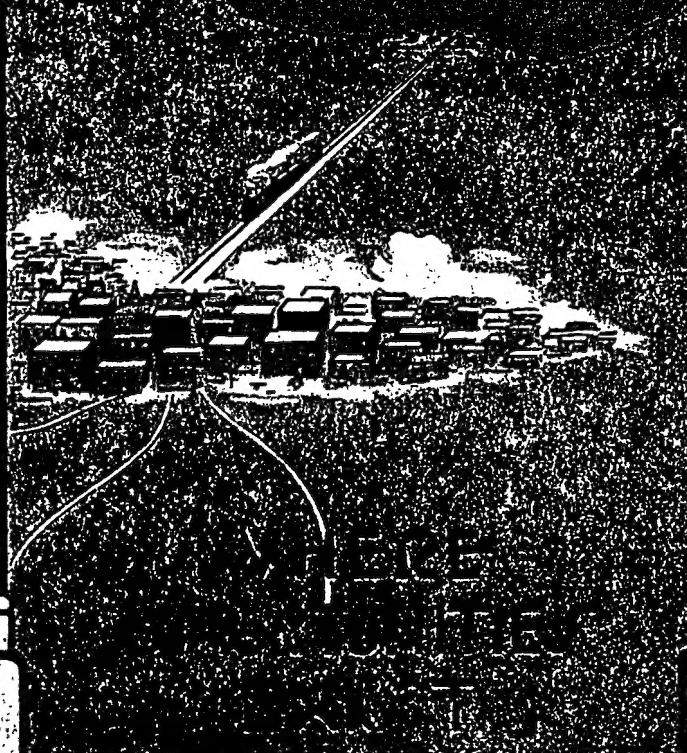


# THE PAS

THE  
GATEWAY  
TO  
HUDSON BAY



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# THE PAS

CAPITAL OF NEW MANITOBA

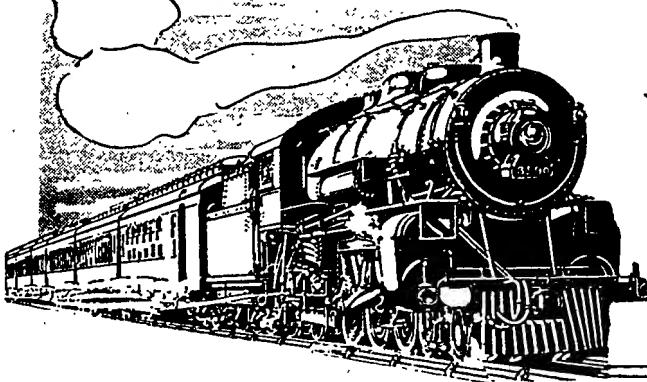
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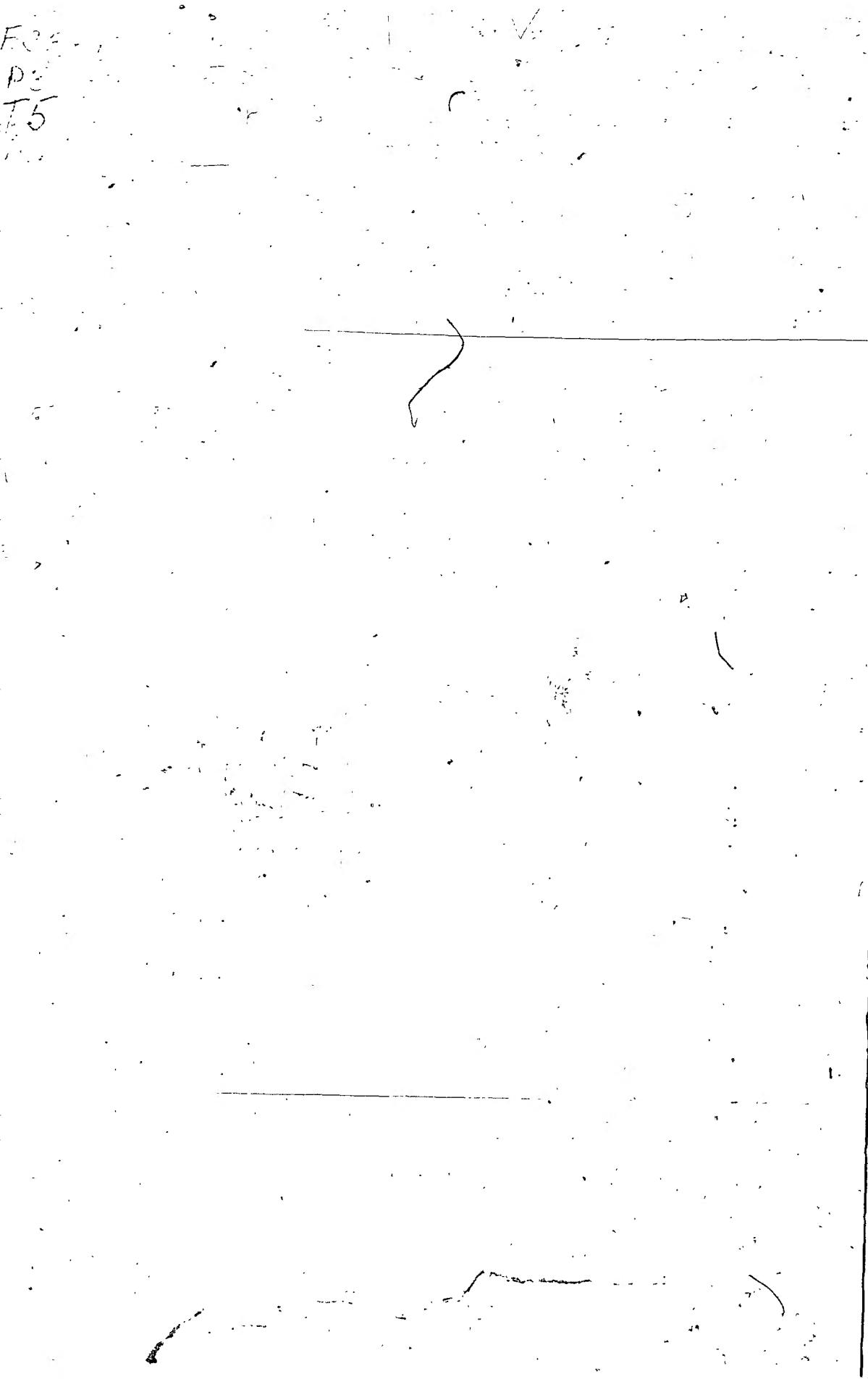
SOUTHERN TERMINUS

OF

HUDSON BAY RAILWAY

Booklet No. 1 issued by the Board of Trade  
of The Pas in 1914





# THE PAS

## Introduction



the Dominion of Canada is destined, ultimately, to become one of the greatest nations, if not the greatest nation in the world, is no longer a matter of conjecture, but a fact recognized and acknowledged by everyone, who has given the question careful consideration. Hence, thousands of people, from every quarter of the globe, are annually pouring into Canada, in search of homes or opportunities for investment. Consequently, it is the duty of the Canadian people to furnish these newcomers reliable information concerning Canada, that they may find the prosperity they seek and become good Canadian citizens.

The object of this booklet is to place before the world the merits of "New Manitoba" or that section of Canada that is being opened up by the Hudson Bay Railway, and more particularly of THE PAS—the capital of this new district. This booklet is published under the authority of The Pas Board of Trade, in full confidence that every statement of fact is absolutely true, and will bear the strictest investigation. The Board of Trade is prepared to vouch for its accuracy in every detail.

# THE PAS

## THE HUDSON BAY ROUTE

It is only in recent years that the people of Canada have awakened to a realization of the great heritage that Providence has bestowed upon them. It would almost appear to be a reflection upon the Canadian people that the value of Canada's great territory, in agricultural lands, timber, minerals, furs, fish and other resources, was recognized by aliens before any serious effort at development was made; but the Canadian people are a conservative people and this conservatism is a guarantee to the world that when Canadians are optimistic concerning their country, their optimism is based upon fact and not upon mere sentiment.

The development of Canada during the last decade has been phenomenal, and development is only begun. The wonderful resources that are being discovered have stimulated the people of Canada to thoroughly investigate the great regions, as yet, practically unknown. Like Alexander, Canadians are looking for "New Worlds to Conquer" and they are finding "New Worlds" within the confines of their own country. The latest "New World" to be discovered is the Hudson Bay district, or that portion of New Manitoba being opened up by the Hudson Bay Railway.

That the Hudson Bay district, south of Hudson Bay, is valuable is proven by the fact that for two hundred and forty-four years the Hudson's Bay Company has traded throughout the district, and has grown into, perhaps, the greatest trading company in existence. Only a few months ago the Company increased its capital to further pursue its Canadian trade. During all these years the Hudson's Bay Company has had this rich country practically to themselves. This is easily understood when we know that the Hudson's Bay Company is a company of traders and not colonizers. In 1670 King Charles granted to the Company of Gentlemen Adventurers, the country watered by the rivers flowing into Hudson Bay. For two centuries the Company had exclusive rights, which were never contested except by the French for a few years, prior to the Treaty of Utrecht. During these two centuries only ships of the Company had any right to trade into Hudson Bay.

# THE PAS

In the early history of Canada, therefore, immigration was directed to the south and west, by way of the River St. Lawrence and Great Lakes, and it is the marvellous development of the south and west of Canada that has directed attention to the Hudson Bay district. The rapid development of the "Prairie" Provinces has created a necessity for a greater outlet for the wheat that is increasing in production beyond the capacity of railroads to handle it. The transportation of western wheat has become a serious problem and the government has been forced to seek a solution. The Hudson Bay district is now about to come into its own, for the Hudson Bay route has appealed to the government as the only logical solution of the problem. As a result the government has well under way the Hudson Bay Railway, between The Pas in Manitoba and Port Nelson on Hudson Bay.

## ADVANTAGES OF HUDSON BAY ROUTE

Let us see why the Hudson Bay route has been selected. The following figures speak for themselves:

	Distance from Montreal	Distance from Port Nelson H.B.	route Shorter by
Winnipeg	1,422 miles	875 miles	547 miles
Brandon	1,555 "	870 "	685 "
Regina	1,780 "	1,130 "	650 "
Prince Albert	1,958 "	647 "	1,311 "
Edmonton	2,247 "	1,059 "	1,188 "



Falls on Creek near The Pas

## THE PAS

The above distances are over existing railways. When direct lines are built from these centers of the wheat belt to The Pas the saving in railway transportation will be materially increased.

Distance from Port Nelson to Liverpool, 2,966 miles.

Distance from Montreal to Liverpool, 2,761 miles via Belle Isle and 2,927 miles via Cape Race.

If we calculate the distance from the wheat growing center to Liverpool via Port Nelson and via Montreal, we find that the Hudson Bay route is the shorter by a little less than one thousand miles on an average. This saving in distance is in railway transportation, which constitutes the greater expense. This saving will be much increased when the Saskatchewan River is rendered navigable and many of the wheat centers will ship by water route to The Pas.

What does this mean to western farmers in dollars and cents? The freight rate from the wheat fields will average about 10c. per bushel, which is the same as to Port Arthur. Thus, the cost of transportation from Port Arthur to the Atlantic seaboard will be saved. This amounts to 15c. per bushel. The western farmers will, therefore, pocket 15c. per bushel as an extra profit. If we place the exportation of wheat at 25,000,000 bushels, which can easily be taken out of the country in two and one half months or three months, the western farmer will receive a surplus of \$3,750,000.00. Is it worth while?

It is found that cattle shipped to Liverpool from western ranches arrive at their destination in poor condition, due to the long railway haul. During the sea voyage, cattle actually gain in weight, so that a short railway haul is of the utmost importance. Via the Hudson Bay route cattle will arrive in Liverpool in much better condition, which means dollars and cents to the farmers. In addition the saving in freight will be approximately \$6 per head, which means a profit to the shipper of about 20%. Is it worth while?

### NAVIGABILITY OF HUDSON STRAIT

There can be no question that the Hudson Bay route, if feasible, from the standpoint of navigation, will be the greatest boon that the farmers of western Canada have ever experienced. Is the route practicable? It is known that Hudson Bay is always open, and consequently the only obstacle that can exist is the possi-

# THE PAS

bility of the Strait not being open for a sufficient period. Much has been said and written upon this subject, both pro and con. The reader will observe that the great majority of the "knockers" of the Hudson Bay route are men who are not in a position to know from actual experience whereof they speak and who, for selfish reasons, do not like to see the new avenue of trade opened up.

Let us hear the evidence of men who are in a position to speak with authority and judge the case on its merits.

Walter Dickson for twenty years in the service of the Hudson's Bay Company says:

"From what I have observed of the movement of ice in Hudson Bay during the summer I passed there I am perfectly assured that an ordinary screw steamer would never have any difficulty in getting through or round that which is usually met with in the Bay or Strait. The chief reason why the old sailing vessels of the Hudson's Bay Company met with detention in the ice was, and is, that the season when floe ice is met with there is generally very little wind and sailing vessels are, therefore, as helpless amongst the ice as they would be in a dead calm in the center of the Atlantic or elsewhere. The Bay has always been found of easy access to a good and careful navigator. From what is known, and the experience already obtained on the subject, there is every reason to believe that were the Hudson Bay thoroughly surveyed it would be found to be one of the safest of known seas. I have known a season when the harbors were accessible for seven months in the year."



The Pas River, at The Pas

# THE PAS

(Extract from "The Hudson Bay route" by J. A. J. McKenna, published by authority of Hon. Frank Oliver, Minister of the Interior).

Capt. James Hackland, 39 years in the service of H.B. Co. writes:

"The Strait is open all the year round. The ice from Fox Channel comes down in July. It never goes into the bay, but follows the current through the strait."

(Ex. "Hudson Bay Route.")

Mr. Beech, of Churchill, says:

"It is my opinion, based on facts from many sources, that the Straits never freeze over and that the only danger to navigation is when the ice floes are running in June and July. I know for a fact that in 1905 the steamer left Churchill on October 24th and made the trip to St. Johns, Newfoundland, in eleven days. The Straits were wide open until that time and surely with such a short haul the greater part of the grain could be shipped before November 1st. The Bay is open all the year round and was open when I left there on January 3rd last."

(Ex. "Hudson Bay Route.")

Gideon Halcrow, a retired factor of the H.B. Co., now resident in The Pas, believes that the Strait can be navigated during nine months in the year.

The lowest estimate so far placed by men who are familiar with the Strait, is four months.

During a century and three quarters 750 vessels of the Hudson's Bay Company navigated the Strait and only two were lost. These were sailing vessels, small and of rude construction, compared with modern shipbuilding, and the route was without beacons or other aids to navigation. In 1782 La Perouse, a French admiral, on unfamiliar waters, brought a 74-gun line of battleship and two frigates of 38 guns to the mouth of the Nelson River. After 1860 American whalers operated in the Bay and demonstrated that these waters can be used for commercial purposes.

If wooden sailing vessels at the mercy of the winds have navigated these waters in comparative safety, surely modern steel or protected vessels, under steam, can navigate them with impunity. During the past season the Dominion Government sent supplies to Port Nelson by water. These supplies were landed at Port Nelson and only one accident occurred—the grounding of a vessel on an uncharted mud bank fourteen miles from Port Nelson.

## THE PAS

Gentlemen of the jury, such is the evidence. What is your verdict? The practicability of the Hudson Bay route seems to be established beyond doubt and it remains for the Dominion Government to place the route at the disposal of the farmers of western Canada as soon as possible. This, we are glad to say, is being done and the Hon. Frank Cochrane deserves credit for the manner in which he is pushing the Hudson Bay railway to completion.

### CONFORMATION, SOIL AND RESOURCES

The urgent need of the Hudson Bay railway as a grain carrying route has served to blind the people of Canada to the fact that the railway is opening up a new and valuable territory, which in itself is sufficient to warrant the construction of the railway. If the Hudson Bay railway never carries a bushel of grain the resources of the new territory are sufficient to justify its construction.

The territory to be opened up by the Hudson Bay railway extends over 400 miles due north and south and its resources, apart from furs, have never been exploited. There is no prairie land and the country is flat or slightly undulating, interspersed with many beautiful lakes and rivers. The soil is mainly a clay sub-soil under a sandy loam, in many places covered with moss owing to lack of drainage and timber growth. In the vicinity of The Pas the soil is a black loam over a clay subsoil. The whole country is practically covered with a growth of small trees, except isolated areas of hay marshes where hay of good quality grows luxuriantly. It will be clear that the territory is not ready for immediate farming operations, but the clearing of the land is no great task and drainage will reclaim thousands of acres of the best agricultural land in existence. It is only a matter of a few years until magnificent farms will be operated, yielding their owners a substantial profit.

The fertility of the soil and the suitability of the climate have been proven. As far north as Split Lake potatoes and common garden vegetables have been grown to maturity. The gardens of The Pas are a revelation to the visitor, inasmuch as vegetables grow rapidly to record size and even tomatoes ripen well. Wheat, barley, oats and flax grow very strong and ripen before frost. Wild berries, e.g., strawberries, raspberries, and cranberries grow abundantly.

# THE PAS

The climate and growth is thus aptly described by Rev. Dr. John McDougall, a pioneer missionary, who thus describes the country in the vicinity of Split Lake.

"There are but two seasons there—summer and winter, fitting into each other with little or no Spring or Fall. This to a large extent does away with the broken weather which is so often experienced in the east, at the changing of the seasons, and makes the conditions more favorable for settlement. The winter is steady and pleasant, and although cold, is not nearly so severe as is generally supposed. In fact, the climate is far more moderate than in southern Manitoba, the home of 'No. 1 hard' wheat. The summer begins early and the growth and vegetation are almost tropical in character. This is attributable to the longer hours of sunshine that prevail and to the proximity of streams of living waters everywhere in the district, each of which is conducive to plant nourishment."

Of the climate and resources we will have more to say in dealing particularly with The Pas.



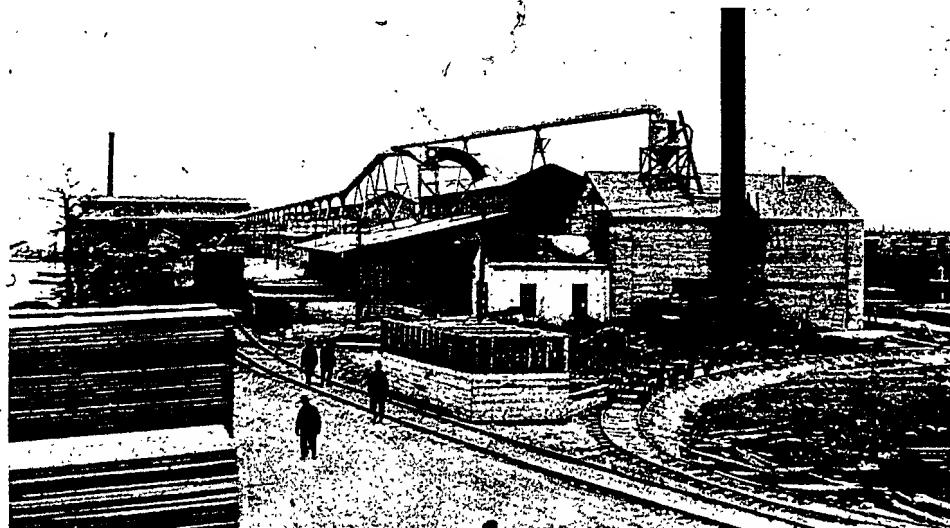
Log Jam on Carrot River

# THE PAS

## THE PAS

THE PAS, the capital of New Manitoba, is situated on the south bank of the Saskatchewan River where the Opasquia River empties its waters. The townsite was selected and placed on the market by the Dominion Government and no better selection could have been made. The location is most picturesque and the beautiful waterfront, in conformity with which the town is laid out, conduces to the development of one of the prettiest cities in the west. From a commercial standpoint the location is ideal, being at the junction of railway and waterway communication. The townsite is easily drained as there is a natural drainage into the Saskatchewan River on the front and into Regina Lake in the rear.

Three miles from THE PAS the Saskatchewan River receives the waters of the Carrot River, which drains the fertile Carrot River valley and the great timber limits, where there is timber enough for a generation.



Finger Lumber Co.'s Mill, The Pas

# THE PAS

The Canadian Northern Railway enters The Pas about the center of the town-site, while the Hudson Bay Railway terminals are situated on the eastern side. The Hudson Bay Railway crosses the Saskatchewan River over a magnificent steel bridge, 850 ft. in length, from bank to bank, with 14 ft. traffic ways on each side. This structure is one of the finest in Canada.

The Dominion Government has selected THE PAS as the Southern TERMINUS of the Hudson Bay Railway and has already begun preparations for the construction of station, roundhouse, shops and forty tracks, to accommodate four thousand cars. There has been considerable speculation as to the location of the South terminals and now that the question has been decided there will be no delay in prosecuting the work.

Why was The Pas selected as the South terminus or beginning of the Hudson Bay Railway? A glance at the map is sufficient to convince the observer that The Pas is the only logical selection that could be made. The Saskatchewan River permeates the wheat growing belt. This river is navigable throughout much of its course and for a comparatively moderate sum can be made navigable throughout. When this is done the wheat from much of the wheat belt can be transported by water to reach the Hudson Bay Railway, thus saving a great deal of railway haul. Naturally the Government desired to tap the water route at the nearest point, which is THE PAS, 410 miles from Port Nelson. Just here, it may be observed, that the Government has made preliminary survey of the Saskatchewan River with a view to making it navigable and various Boards of Trade are now urging the Government to take immediate action.

The unique position of THE PAS is evident at a glance. In order to utilize the Government Railway, the other great railways of the west must build branch lines to The Pas and thus The Pas will become the terminal and divisional point of not only two railways, as at present, but of many. Prior to 1913 six charters were issued for the construction of railways to The Pas. Other charters have been applied for since. If even a few of these build their lines The Pas will become one of the most important railway centers in Canada. The railway population alone will be that of a large town. The Board of Trade of The Pas, supported by the Boards of Trade and Municipalities of Manitoba, Saskatchewan and Alberta, is putting forth an effort to cause these railways to be constructed at once.

# THE PAS

The future of The Pas as a railway and commercial center is assured. The grain and cattle from the Prairie Provinces must be transferred at The Pas to the Hudson Bay Railway either from the railways or from boats. The merchandise from the mother country must be distributed at The Pas to the railways, which will carry it to its destination. The great flow of immigration from the Old Country to western Canada will be via the Hudson Bay route, which will bring them direct to their destination and in shorter time than via the St. Lawrence. Every immigrant must detrain at The Pas. Naturally many of these immigrants will go no further. This is one of the factors which has built up Winnipeg and it will build up The Pas. As a matter of fact every influence that has operated to produce the marvellous growth of Winnipeg must operate at The Pas. The relation of The Pas to the Prairie Provinces is identical with that of Winnipeg, with the advantage that The Pas is closer to the outside from whence men and money are pouring into western Canada. Is it a bold prophecy to say that the growth of The Pas will eclipse that of Winnipeg?

The future of The Pas, however, does not entirely depend upon the railways that may enter it. No influence can rob The Pas of its location as the Southern GATEWAY to the whole North Country. At the present time the commercial value of the northern trade is very great and the further development of the Northland means increased prosperity for The Pas. When we consider that New Manitoba represents 178,000 square miles of territory or about two and one-half times the area of the rest of Manitoba, that it equals in area the whole of England, Scotland, Ireland, Belgium, Netherlands, Denmark and the provinces of Hanover, Oldenburg, Alsace Lorraine and Westphalia, which have a population of 62,000,000, and that The Pas is the GATEWAY to this immense territory, we begin to understand why astute men in Canada, the United States, and Great Britain have selected The Pas as Canada's future greatest city and are investing their money in The Pas real estate, believing it to be the best investment open to them at the present time.



A Thousand Miles by Dog Train—Leaving The Pas

# THE PAS

## RESOURCES OF THE PAS DISTRICT

As previously stated, the agricultural possibilities of the district are yet to be developed, but many homesteaders are on their land, preparing the way.

Lumbering is at present one of the chief industries and will continue to be so for a long time as the supply is abundant. In the Carrot River district are great areas of magnificent timber. The Finger Lumber Company has three winter camps comprising about 500 men in this district, taking out timber, principally spruce and cottonwood. During the Spring and Summer the logs will be rafted, to the Company's mill at The Pas to be converted into lumber.

The Finger Lumber Company's plant at The Pas is one of the finest in Canada, representing an investment of one million dollars and the mill is only half equipped. The machinery is all new and of the best type that modern ingenuity can produce. The saw mill is equipped with circular and gang saws, capable of sawing 200,000 ft. of lumber in twenty-four hours. This output will be doubled when the mill is fully equipped. The planing mill is equipped with modern, fast feed machines, and has a shipping capacity of 250,000 ft. per day. The capacity of the lumber yards is 30,000,000 ft.

The first step in the construction of this great mill was taken in May 1910, and in September 1911 the sawmill was ready for the manufacture of lumber. In addition to constructing the plant the Company has provided twenty dwellings for employees besides a commodious boarding house and bunkhouse. These houses, as well as the offices, warehouses, stables and other mill buildings are lighted by electricity manufactured by the Company. First Street in Fingerville is provided with street lights at the expense of the Company.

The Finger Lumber Company employs two hundred men at the mill during the summer and between five and six hundred men in their winter camps. The yearly pay roll is \$240,000.00. The Company owns its own fleet of tugs and a pile driver.

## THE PAS

The Company's limits are situated along the Carrot River, Sepanock Channel and on the Saskatchewan River. Herman Finger, the astute manager of the Company, estimates that with the mill running at double its present capacity, these limits will not be exhausted in half a century. As the Finger Lumber Company does not own all the timber in the district it is evident that lumbering will be an important industry for a long time.

Fur Trading is of great importance and is bound to increase as the number of traders and trappers increases. It is a fact, of course, that with the advent of thousands of settlers into the district the fur-bearing animals will, eventually, decrease in numbers, but owing to the vast extent of territory and the considerable area that must always be the haunts of animals, there is no fear of a scarcity of fur for many years. In the meantime the fur trade must become more valuable than at the present time.

For more than two centuries the Hudson's Bay Company has practically had a monopoly of the fur trade and today are the heaviest traders, but competition is keen, owing to other companies and individuals who have entered the field. No longer are furs exchanged for gew gaws and trifles, but for coin of the realm.

The Pas is the center of the fur trade and most always be so. Parties setting out for a season's trapping outfit at The Pas and this trade runs into thousands of dollars each season. When the season is over the furs are brought to The Pas for sale or for shipment. The return of the trappers is an event of great interest. White, black, silver, blue and red fox, mink, marten, ermine, beaver, muskrat, lynx, wolf, bear and muskox are among the most valuable furs obtained.

The value of the fur trade is difficult to ascertain as fur dealers are loth to disclose their business, but an estimate by one of the most experienced dealers in the district places the amount at \$250,000.00 per annum.

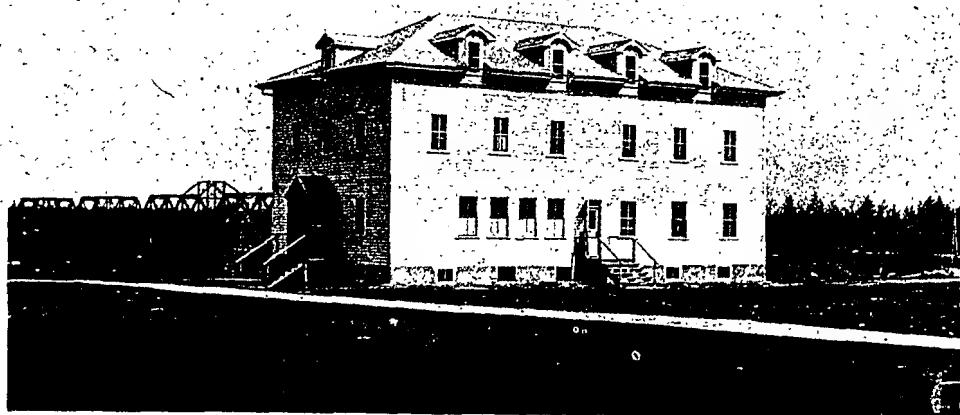
The fishing industry is only in its infancy, but the future holds great things in store, as the country is full of lakes and the lakes are full of fish. Clearwater, Rocky and Sturgeon Lakes are close to The Pas and yield great quantities of the finest fish. Whitefish are very plentiful and of exceedingly good quality. The salmon trout are especially good and grow to almost gigantic size. The record trout, caught in Clearwater Lake, weighed 60 lbs. Sturgeon, pickerel, pike and goldeyes are plentiful. The rivers fairly teem with pickerel and river drivers kill them with pike poles and cant hooks.

# THE PAS

As in the case of other industries, The Pas is and must be the center of the fishing industry. This industry must grow to mammoth proportions, since, when railway communication is adequate, every great city in the west can receive its supply of fish daily from the great inland lakes of the Hudson Bay district. At present the value of the fishing industry is valued at \$40,000.00 per annum.

The mineral wealth of the district is unknown, as only a few prospectors have visited the mineral bearing area and only a comparatively small area has been explored. The reports of prospectors and others lead us to believe that mining will be the great industry of the North Country.

Copper exists in large quantities and a considerable area has been staked. Samples have assayed as high as \$18.00 per ton. The ore also carries gold and silver values assayed at \$5.00. Recently a find of free milling gold has been reported. The discoverers are on the ground and are being followed by others. Traces of other minerals have been found and there is every reason to believe that when the country is properly prospected many valuable minerals will be found in paying quantities.



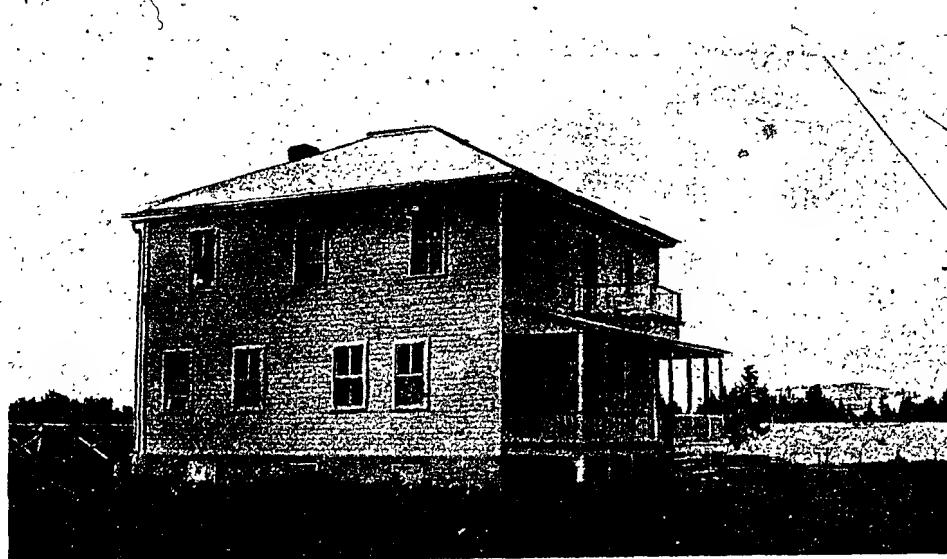
R. C. Church and School The Pas

# THE PAS

## GROWTH OF THE PAS

The growth of the town of The Pas has been phenomenal when we remember that prior to 1910 the whole North Country was but little known and was inhabited only by Indians and a few white men—fur traders or employees of the Hudson's Bay Company.

Prior to 1910 the site of the present town was an Indian reservation, and from earliest known times had been the site of an Indian camping-ground or village, the Indians recognising the location as the strategic point of the whole North Country, from which to carry on their operations of hunting, trapping and fishing. For the same reason the site of The Pas has always been the selected camping-ground of exploring expeditions. The Chevalier de La Verendrye stopped at The Pas in 1741, on a voyage of discovery. The Sir John Franklin expedition of 1854 spent a winter at The Pas and relics of their stay are to be seen in Christ's Church, The Pas, the furniture of which was manufactured by members of the expedition.



St. Antoine's Hospital, The Pas

# THE PAS

In 1910 the Dominion Government having previously removed the Indians to the north side of the river, laid out the townsite of The Pas and placed it upon the market. At that time the whole white population did not exceed six families. Almost immediately people began to move in and so rapid was the settlement that in 1912 it was evident that The Pas was bound to become an important town and that the time was ripe for organization. Accordingly the proper steps were taken and in May 1912 the town was incorporated under the name of THE PAS and Herman Finger, manager of the Finger Lumber Company and a pioneer of the district, was elected Mayor, with a council of six other members to assist him in laying the foundation of the future metropolis. The population at this time was approximately five hundred.

The increase of population now became so rapid that in order to keep track of it a census became necessary. On Aug. 14, 1913, the first census of The Pas was taken by the Board of Trade. The date was unfortunate inasmuch as it was the week of the "Stampede" in Winnipeg, which attracted many of our citizens, and at a season of the year when many were absent for other reasons. However, the Board of Trade required statistics and as the result is eminently satisfactory it is perhaps as well that our population is underestimated rather than exaggerated.

Board of Trade Census, Aug. 14, 1913.

Males	1,101
Females	408
Total	1,509

#### Nationalities.

Born in Canada	762
Born in Great Britain	183
Born in United States	163
Born in other Countries	401

#### Race.

White	1,453
Indian	37
Mongolian	17
Negro	2

# THE PAS

## Religion.

Protestant .....	865
Roman Catholic .....	465
Greek Catholic .....	162
Followers of Confucius .....	17

A study of the above figures is interesting and serves to abolish a prevalent idea extant that The Pas is an Indian settlement. This erroneous idea is due, no doubt, to the fact that north of the Saskatchewan River is an Indian reservation of about 500 souls. Just here let me contradict a statement that has been made that "The Pas consists of Indians and Muskeg." The total Indian population is 37 and there is not a square inch of muskeg in the townsite.

Another interesting point is the fact that the great preponderance of population is of the Anglo-Saxon race—Canadian, British or American born.

Again, the number of females is very satisfactory when we consider that The Pas is the scene of railway construction in which many men are employed who do not bring their families with them.

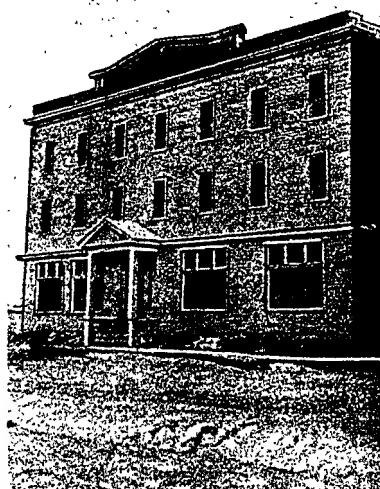
## Summary of Population.

In 1910.....	25 (estimated)
" 1912.....	500 (estimated)
" 1913.....	1,509 (certified)

As The Pas is only becoming known the increase of population in the next twelve months bids fair to be startling.

## To further illustrate development.

Assessment 1912 .....	\$ 1,413,190.00
Assessment 1913 .....	2,012,125.00
Increase .....	\$ 598,935.00



Opasquia Hotel Co.

# THE PAS

Another evidence of development.

Building operations in 1913:

1. Commencement of Sewers and Waterworks.
2. Commencement of Electric Light Plant.
3. Marconi Station (2 miles from town).
4. Sidewalks.
5. Two large Hotels.
6. Two Apartment Blocks.
7. Moving Picture Theatre.
8. Four Stores.
9. Laundry.
10. Shooting Gallery.
11. Four Boarding Houses.
12. Two restaurants.
13. Retail Lumber Yard, Shed and Offices.
14. Forty Residences.
15. Completion of Hudson's Bay Ry. Bridge.
16. 102 miles of Steel laid on H.B. Ry.
17. Streets Drained and Graded.



Waterworks under Construction, The Pas

Prospective building operations for 1914:

1. Waterworks and Sewers.
2. Electric Lights.
3. Telephone System.
4. Court House and Gaol (\$75,000.00).
5. Wharf (\$30,000.00).
6. Public School (\$15,000.00).
7. Hotel Liverpool (\$75,000.00).
8. Enlargement C.N. Ry. Station.
9. H.B. Ry. Station, Shops and Terminal Yards.
10. Private Residences and Stores.
11. Extension of roads and sidewalks.

# THE PAS

In spite of these operations, completed and proposed, there are many good openings in The Pas for various enterprises, e.g.

1. Canoe and Launch Factory.
2. Soft Drinks Brewery.
3. Sash and Door Factory.
4. Brickyárd.
5. Stone Quarry.
6. Dairy.
7. Market Gardening.

THE PAS has:—2 banks; 8 general stores; 2 hardware stores; 2 gents' furnishing stores; 2 flour and feed stores; 2 jewellers; 3 drug stores; 4 butcher shops; 4 restaurants; one hotel; 8 boarding-houses; 3 apartment blocks; 2 bakeries; 3 laundries; 3 confectionery stores; 1 fruit store; 3 pool rooms; 2 barber shops; 2 tailor shops; 2 moving picture theatres; 1 skating rink; 1 livery stable; 5 draymen; 1 railroad depot; 1 R.N.W.M. Police barracks; 3 school buildings; 1 hospital; 1 newspaper and printing office; 6 real estate and insurance agencies; 2 lawyers; 1 dentist; 5 physicians; 2 blacksmiths; 1 retail lumber yard; 4 contractors; 2 plumbers and tinsmiths; 1 saw and planing mill; one wood yard; 3 coal dealers; fire hall; Indian agency; customs outport; 3 fraternal societies—I.O.O.F., I.O.F., C.O.F.; 3 churches—Anglican, Roman Catholic, Methodist; 1 steamboat navigation company; 6 fur dealers; 2 fish dealers; 1 millinery store.

The recent fire destroyed a large hotel, two picture shows, pool room, jewellers, drug store and one private house. All will be rebuilt.

## THE PAS AS A PLACE TO RESIDE IN

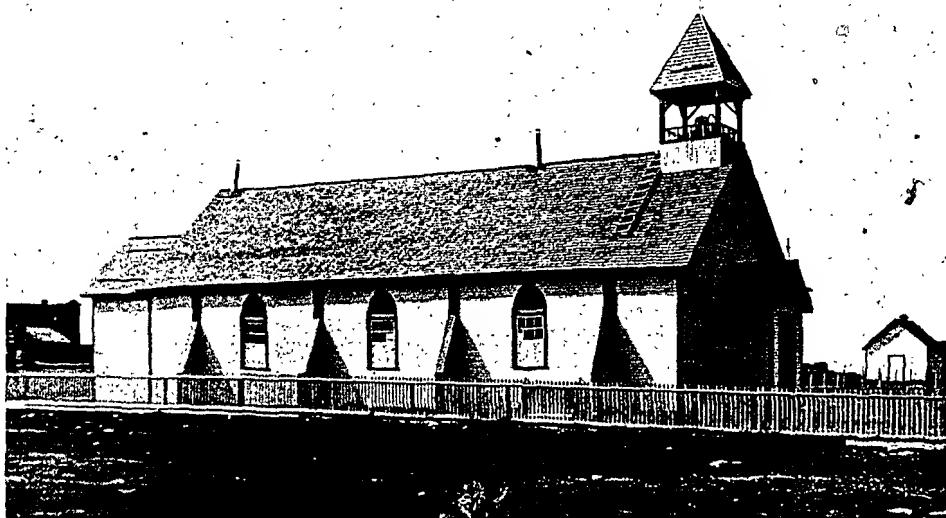
In the preceding paragraphs we have told you, briefly, a few of the main features of The Pas. We have not attempted to describe everything, nor to enlarge upon any one particular, for we realize that the reader wants only the salient points and that it is not in the interest of the prospective settler, nor in the interest of the town, to paint the picture in too bright colors. The Pas, we believe, is destined

# THE PAS

to become a great city, but that, in itself, may not be the only important point to many. We have endeavored to describe present conditions as they are and future conditions as they must be, without exaggeration and without indulging in unwarranted speculation or effusive description.

What sort of a place is The Pas to live in? The Pas is a new town, but the new town of today is far different from the new town of the past. New towns, today, are progressive and very soon have all the advantages and conveniences that are necessary to make life comfortable. The Pas is progressive. The "town-fathers" have been true to their trust and have done everything humanly possible to make The Pas a modern town in every respect. True, The Pas is not as thoroughly up-to-date as the established modern city, but wonderful strides have been made and the foundation of future development has been truly laid.

The citizens can travel over the whole settled area on good plank sidewalks. The roads, while not as good as in older towns, serve the purpose of transportation and as soon as the public works are installed, will be made as good as good gravel can make them. Sewers, waterworks and electric lights are being installed. The citizens, realizing the need of these, have voted \$250,000.00 for the purpose. The stores and other business places will bear comparison with those in towns of double the population. There is practically nothing that cannot be bought in The Pas.



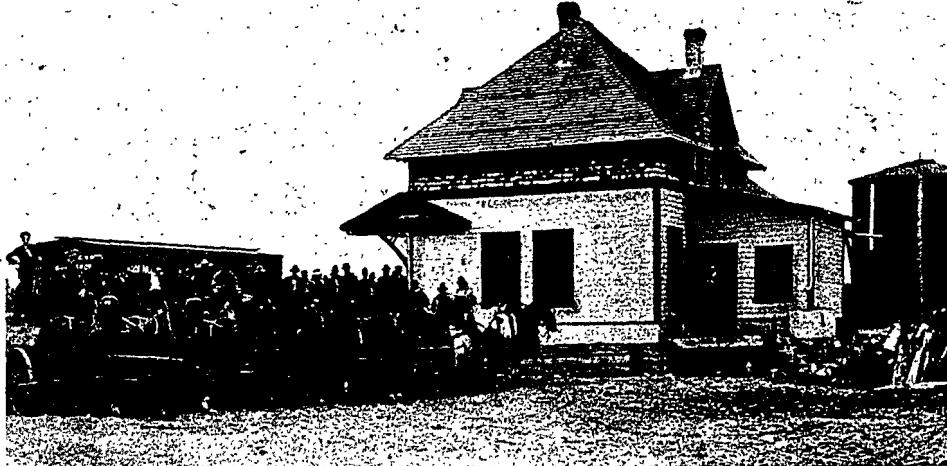
Christ's Church, The Pas

## THE PAS

The important question with many is the climate. A very erroneous idea seems to be extant concerning the climate. The Pas is not so far north as many seem to suppose. The Pas is only a few miles further north than Edmonton and the climate is tempered by bodies of water which exist everywhere and by the surrounding bush, which breaks the force of the winds. High winds, as a matter of fact, are of rare occurrence and the climate, both in summer and winter, is very uniform.

No, dear reader, the North Pole is not situated at The Pas. Neither of those two poles, rising 250 ft. in the air, is the North Pole. They belong to the Marconi station, that is now receiving messages from all parts of the world and giving the latest important news to The Pas, before it is known elsewhere in western Canada.

Winter begins about the middle of November, inasmuch as frost sets in and there is likely to be slight snowfall; but the weather continues comparatively mild for some weeks. This period might well be considered a hybrid between Autumn and Winter. At the Christmastide cold weather usually sets in and for two months the weather is uniformly clear and cold. There are no thaws and few



C.N.R. Station—Waiting for the Train

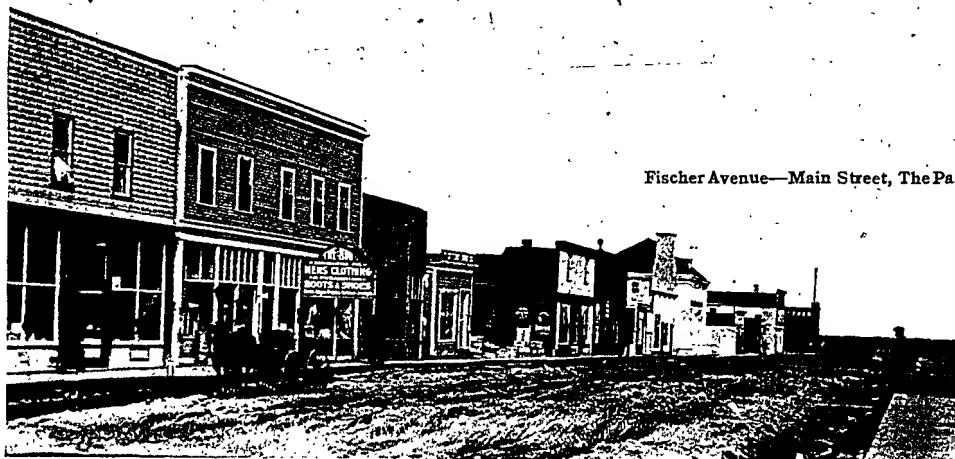
# THE PAS

storms as the bulk of the snowfall usually occurs in the early part of the cold period. The snowfall is not excessive but is sufficient to provide good protection to the ground and to furnish good roads for horses and dog teams.

In April winter gives way to spring and the transition is practically immediate. "In furs today; in shirtsleeves tomorrow" is a colloquial description. In a few days the snow disappears and warm weather has come. Spring rains are light the greatest rainfall being in June.

Summer begins after a very brief Spring and is delightful in every way. The sky is practically always clear, except during the June rains, and the sunshine is pleasantly warm. The nights are cool, but not cold. The sun, during the summer, works overtime, and consequently growth is extremely rapid. The writer has read the newspaper in his home at ten o'clock at night without artificial light. Morning breaks about three o'clock and the interval of darkness hardly deserves the name, as real darkness does not occur.

The following is the official report of G. Halcrow Sr., Observer, Meteorological Station, The Pas, for the year 1913.



# THE PAS

Months	Barometer Reading		Maximum and minimum reading						Rainfall in inches			Snowfall in inches		Miles of wind for month		Hours calm	
	Highest	Lowest	Mean temp. of air, observations at 7 a.m. and at 7 p.m.	Mean maximum for month	Mean minimum for month	Average maximum and minimum for month	Highest maximum	Lowest minimum	—	—	—	—	—	—	—	—	—
Jan.	30.69	29.63	-21.0	-8.5	-27.2	-17.8	12.0	-51.0	—	9.0	4,958	34					
Feb.	30.50	29.32	-8.0	5.0	-14.3	-4.6	18.0	-33.0	—	1.7	6,240	3					
March	30.70	29.31	-0.7	16.2	-10.0	3.1	42.0	-36.0	0.01	0.4	4,427	18					
April	30.38	29.18	37.7	50.4	29.3	39.8	72.0	12.0	—	7.6	6,380	7					
May	30.66	29.50	45.6	56.1	36.0	46.0	79.0	20.0	1.27	2.0	6,179	12					
June	30.40	29.37	60.2	70.3	41.1	59.7	86.0	37.0	3.72	—	5,325	11					
July	30.21	29.36	62.7	72.0	53.6	62.8	83.0	41.0	2.42	—	7,878.	8					
August	30.32	29.33	60.3	71.1	51.8	61.4	80.0	38.0	2.92	—	6,846	10					
Sept.	30.38	29.37	49.4	62.0	41.9	51.9	81.0	-31.0	0.99	—	7,261	10					
Oct.	30.52	29.41	28.3	38.3	24.2	31.2	62.0	2.0	—	5.6	7,713	5					
Nov.	30.66	29.40	14.7	30.2	13.4	21.8	53.0	-3.0	—	3.1	5,679	14					
Dec.	30.70	29.48	-8.0	28.0	3.5	15.7	40.0	-27.0	—	1.3	6,328	6					
Total	—	—	28.1	40.9	20.3	30.5	59.0	1.8	11.33	30.7	75,214	138					

Yearly mean temp. observed at 7 a.m. and 7 p.m. ....	28.1°
Yearly mean maximum ....	40.9°
Yearly mean minimum ....	20.3°
Average mean for year of maximum and minimum ....	30.5°
Mean of highest maximum for year ....	59.0°
Mean of lowest minimum for year ....	1.8°
Rainfall 11.33 inches. Snowfall 30.7 inches.	
Reckoning 10 inches of snow equal to 1 inch rain, total precipitation	14.40 inches.

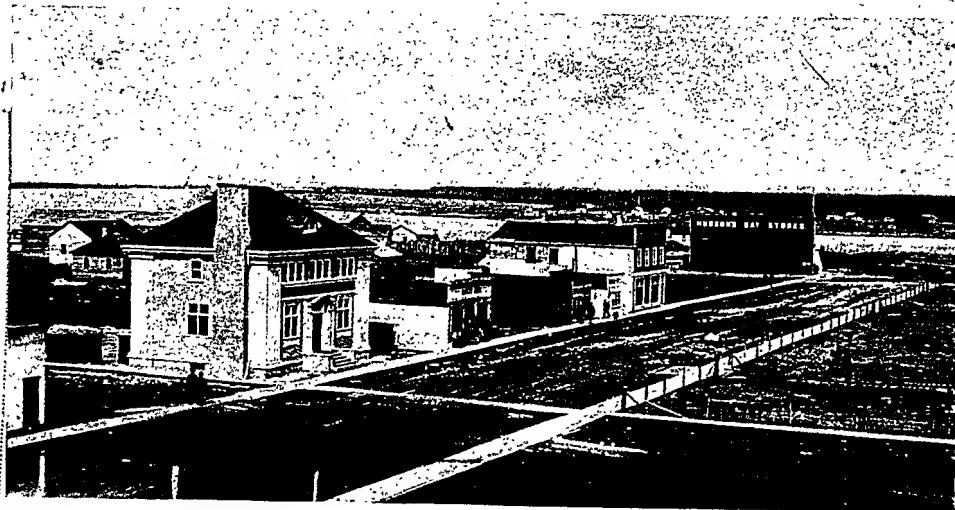
# THE PAS

The months of November, October and December show a snowfall of 10 inches, but the high temperature, during these months, has reduced it to 2.5 inches on December 31st, 1913.

Owing to the late instalment of the Meteorological station at The Pas, I am unable to furnish a comparative statement. The year 1913 has been comparatively mild, but my experience and travels in the Northland has taught me that it is not exceptional. The winters of 1878-79 and 1879-80 were extremely mild, as was also the winter of 1889-90. On New Years' Day 1890, at Reindeer Lake, 400 miles north of The Pas, it rained all day. The ~~spring~~ break-up occurred early in April. Comparing the weather reports of stations east and west of here, during the past year, I find comparatively little difference.

Early autumn frosts have never troubled us, so far as the growing of garden vegetables is concerned. I have grown vegetables, 400 miles north of here, which would compare favorably with those grown anywhere in Manitoba. The vegetables grown in The Pas are exceptionally good, both in size and quality. I have seen no better in southern Manitoba.

(Sgd.) G. Halcrow, Sr.



Fischer Avenue—Main Street, The Pas

X. Clapp's Office.

# THE PAS

Mr. Halcrow's report is exhaustive and complete. The more closely we study it, the more interesting it becomes. To make the information more valuable, the student will do well to obtain the report of his own district for comparison. Mr. Halcrow has just received the necessary apparatus to determine the sunshine. As the hours of sunshine are long in The Pas it is regrettable that he is unable at present to give us any information along this line.



View from Rupert House, The Pas

The reader, in studying the report will note:

1. Steadiness of the barometer. Storms are of rare occurrence.
2. Precipitation—Moderate amount of moisture—not too wet, nor yet too dry.
3. Snowfall—not excessive, but sufficient for protection of vegetation.
4. Winter temperature (Nov. to Mar.)—fairly uniform, with the minimum temperature (coldest day) much below the average.
5. Summer temperature (May to Sept.)—very uniform, with no extremely hot days and the lowest temperature pleasantly warm.
6. Early advent of warm weather—April being the Spring month.
7. The comfortable temperature of the Autumn months, October and November.
8. Steadiness of the winds, the hours of calm being fairly uniform and high winds exceptional.

# THE PAS

If the reader is impressed with the opportunities that exist in The Pas, we unhesitatingly say, come along and bring your family. The good wife will find good neighbors and will enjoy the social conditions, which will bear comparison with those of any town in Canada. The children can go to good schools and their religious education will be attended to by Sunday schools and church services.

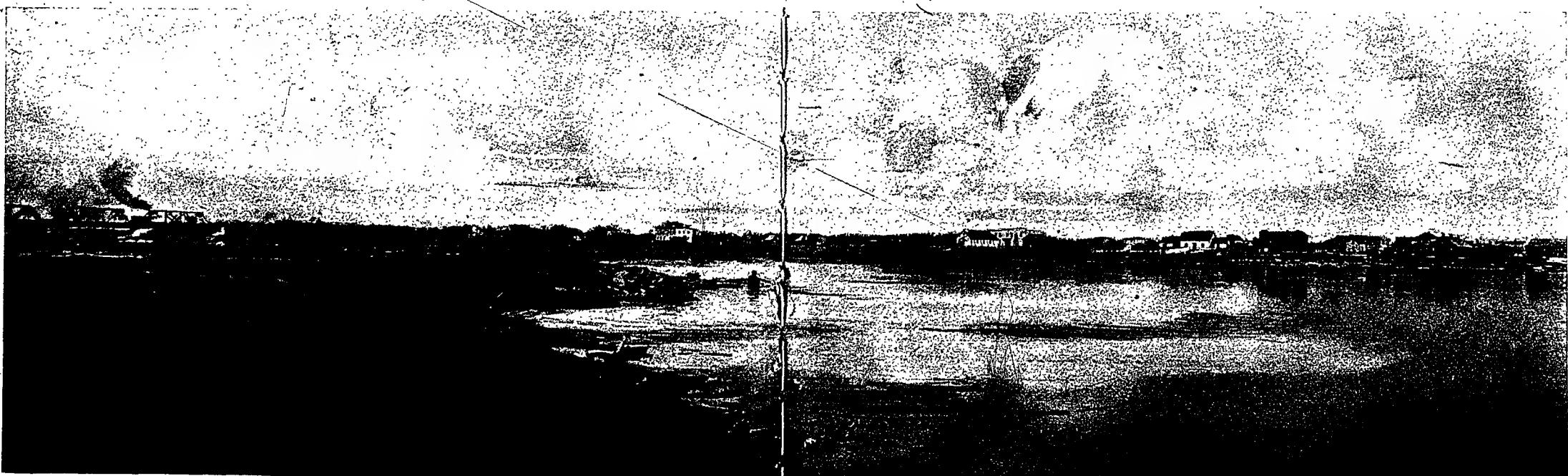
Bring the young men and the young women, for there are opportunities for them and they can enjoy life with the "young folk" of The Pas, who are devotees of pleasure and sport. The water privileges are splendid for boating and fishing and the tennis, football and baseball clubs will keep the young athletes in condition.

Splendid trips by water can be made. A canoe will enable you to enjoy our magnificent waterfront and the Opasquia River, that here enters the Saskatchewan. A motor boat will take you to the Big Eddy—one of Nature's phenomena—to the Carrot River and adjacent lakes. The Ross Navigation Company will take you to Cumberland, Cedar Lake, Moose Lake, Limestone and Grand Rapids. A few

miles by rail on the Hudson Bay railway will bring you to Clearwater Lake, so called from its crystal waters, in which, on a calm day, the white sandy bottom is clearly visible in twenty feet of water, and the fish may be seen moving about beneath the boat. A few miles further on is Cormorant Lake, almost as clear, but more picturesque, with its large surface and many islands. On these trips, if you are a disciple of Isaac Walton, take your fishing rod, but be sure that the tackle is strong.

If you are a hunter, bring shotgun and rifle—there is work for both. Prairie chickens, partridge, and ptarmigan, in season, abound. Ducks—mallards, spoon bills, teal and other varieties—are so numerous that the visitor has to see to believe. Moose and caribou are plentiful and the jumping deer are found in a few districts. Black bear and lynx must also be considered.

There is no doubt that when the opportunities for pleasure and sport, that obtain at The Pas, become generally known, The Pas will be invaded during the summer and autumn by thousands of sportsmen.



The Pas—River Front

# THE PAS

## THE KERNEL OF THE NUT

The Pas has the location. It is the "gateway" to the Northland. It is at the junction of railway and waterway communication. It is the terminus of the Hudson Bay railway and will be the terminus of other railways, which must build to The Pas to reach the Hudson Bay route. It is the coming railway and commercial center of the west.

The Dominion Government chose the townsite and placed it on the market and is bound to see that The Pas "makes good." The government is keeping faith, as is evidenced by the location of the H.B.R. terminals, the gift of lands for public purposes, and the appropriation of \$30,000 for a wharf.

The Provincial Government is determined that New Manitoba shall live up to the prophecies made by those who fought for its addition to the province. The government has faith in The Pas and is demonstrating its faith by good works, e.g. a cash grant of \$100,000.00, bonds to be guaranteed for \$150,000.00 and the construction of a court house and gaol, site and building to cost \$75,000.00.

Financial experts recognize the strategic position of The Pas and are investing in real estate and building up the town. A company of English capitalists own twenty lots in The Pas and have erected the Royal North West Mounted Police barracks, a laundry, a business block of four stores, four apartment blocks, (comprising sixteen stores and sixty-three rooms) and fifteen residences. This company purpose erecting a large brick hotel, one hundred feet square, to contain eighty rooms, besides rotunda, offices, bar-room, sample rooms, dining room and kitchen. The estimated cost is \$75,000.00.

The citizens of The Pas know that they have a "good thing" and are "pushing it along," as is evidenced by the construction of public works and by private enterprise.

# THE PAS

The outside world is beginning to see The Pas as it is. Inquiries are coming in from all parts of Canada, from the United States and from Great Britain—and what is more to the point—the people are coming.

To those who are interested we extend a hearty welcome. Come to The Pas and confirm our statements.

## BRIEF AND TO THE POINT

1. Regular lots in the original townsite are 66 ft. by 132 ft.; in Pas Centre, 30.25 ft. by varying depths; in Pas Annex, 33 ft. by 132 ft. Note the size of lots and compare with other towns.
2. The Pas has only two subdivisions—Pas Centre and Pas Annex—and both are within the corporation, touching the original townsite. With the exception of a small portion of one corner of Pas Annex, the whole corporation is within a one-mile circle. It will be seen that the town is compact and that there are no subdivisions in the country.

Hudson Bay Railway Bridge, The Pas



# THE PAS

3. Lots sold at first sales in 1910 for \$50.00 to \$275.00. These lots have since sold for \$4,000.00 to \$10,000.00.

4. During 1913, the year of financial stringency, The Pas failed to "take notice," but kept on in the even tenor of its ways—building, building, building. A visitor during the summer remarked: "I thought The Pas was out of the world; now I know it is, since there is no evidence of the financial stringency, which has caused other towns to call a halt."

5. Carpenters work all winter. Workmen on the the steel railway bridge worked throughout the winter of 1912-13, with the exception of about ten days. The electric light poles were set during the last week of November and the early part of December. The power house was completed in December.

6. The Pas is a judicial district and is the seat of the county court. The town has its own police and the Royal North West Mounted Police are always on duty. Law and order are good. If you come to The Pas, you will have to be as good as we are.

7. The farming district of The Pas is the largest in the world, being the wheat fields and ranches of Manitoba, Saskatchewan and Alberta, whose products will come direct to The Pas as soon as railway connections are made with the "Farmers' Railway," (H.B.R.)

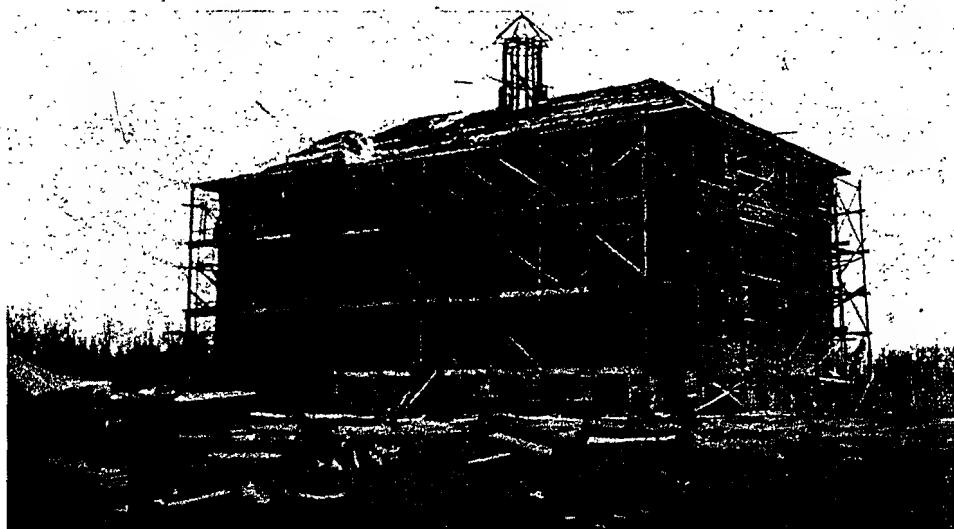
8. Lay a straight edge on the map, from any part of the wheat belt to Port Nelson, and note how close the line comes to The Pas. Note, also, that where the line is slightly distant from The Pas, natural obstacles must force railways to come to The Pas to reach Port Nelson, whether the Hudson Bay railway be used or not.

9. The H.B.R. is analogous to the C.P.R. in every particular, except in length and difficulty of construction. The H.B.R. is much shorter and construction is comparatively easy. The H.B.R., like the C.P.R., is essentially the "farmers' railway," intended primarily to carry grain and cattle. Like the C.P.R., the H.B.R. has its detractors and will triumph in spite of every opinion to the contrary. The C.P.R. made Winnipeg; the H.B.R. will make The Pas a second and, perhaps, greater Winnipeg.

# THE PAS

10. The "Boosters" of the Hudson Bay route do not belong to existing railway corporations who have reason to fear a direct and shorter route, quicker delivery, lower rates and better results in every way. Every "knock" from such an enemy is a "boost."

11. Don't condemn the Hudson Bay route because someone, whose pocket will be pinched, says it is no good. Investigate for yourself. Don't come to The Pas because we say so. Investigate. In other words the Hudson Bay route and The Pas will bear investigation.



Boarding School (Indian) Big Eddy, near The Pas

12. Observe the advertisements in this booklet. Each advertisement is that of a bona fide business enterprise and has been admitted to illustrate that The Pas has up-to-date business men who are operating business enterprises such as exist only in a progressive town.

13. The Pas will be a city of great buildings—elevators, warehouses and great commercial houses. Its position as the distributing point of Anglo-Canadian commerce will make it a "wholesale center."

## THE PAS

14. The Pas was incorporated in May 1912. Two hundred and fifty thousand dollars have been voted for waterworks, sewers and electric lights and the work of installation has been started. How is that for progress?

15. The Board of Trade has issued this booklet. The Board of Trade is composed of the reputable business men of The Pas and is not a real estate agency. The Board of Trade is interested in the general welfare of the town and not particularly in the sale of town lots. If you desire authentic information write "The Secretary of the Board of Trade." He is PAID to answer questions.

## HUDSON BAY RAILWAY

A few words in particular reference to the Hudson Bay railway will be of general interest. The "farmers' railway" has been the subject of much discussion, both by those who welcome the new outlet for the products of the west, and also by those who fear that the new route may be detrimental to their interests. To both classes the progress of the railway is a matter of moment, and a true statement of present conditions and immediate possibilities will be welcome news.

Much complaint has been made, both by friends and enemies of the "farmers' railway," of the time that has elapsed since the first sod was turned to the present, and the railway not yet completed. Like all enterprises of a public nature there have been aggravating delays, but the work done during 1913 and the visible preparations for 1914 denote that no further time will be lost, and that the road will be completed as soon as is humanly possible.

Before steel could be laid it was necessary to bridge the Saskatchewan River at The Pas. In the Spring of 1913, the magnificent steel bridge, that now spans the river was completed and on May 6th the work of laying the rails began. This part of the construction is being performed by Messrs. McArthur & Boyd. R. A. Hazlewood is in charge at The Pas, and this is sufficient guarantee that the work will be pushed.

## THE PAS

During 1913 thirty-six thousand tons of 80-lb. rails were received at The Pas. Since May 6th, 12,763 tons of rails have been laid. This is equivalent to a total mileage of 102 miles. Of the total mileage, 86½ miles is main track, the balance being sidings and terminals. Ballasting is complete to mile 65 and the completed portion is a splendid example of what a roadbed should be.

The progress of the summer of 1913 is eminently satisfactory, when we consider that it was the first year of construction. Material, engines, cars, steam shovels, track-laying machine and other equipment had to be brought in and the initial steps in any great enterprise are always the slowest. The construction company, however, were in earnest and with an equipment of five locomotives, one hundred flat cars, sixty Hart cars and other necessary equipment, the work was pushed.

The Tie Train, H.B.R.



The company would have been able to have made even a better showing had it not been that they experienced difficulty in securing a sufficient quantity of ties. This difficulty has been overcome and ties in abundance will be ready for next year's operations. This seeming delay is, according to officials, in reality no delay as at the end of 1914 they expect to be just as far ahead as if they had been able to lay a few more rails in 1913.

## THE PAS

The season of 1914 will be the "big noise" in the construction of the Hudson Bay railway. The construction company have added to their equipment eight locomotives, three steam shovels, and a number of flat cars. The number of men employed in 1913 was 550. In 1914 it is purposed to employ double this number. With added equipment and a strengthened force it is considered that steel will be laid at least to the second crossing of the Nelson River, which will permit of the completion of the road in plenty of time to move the crop of 1915.

Meantime, the bridge at Cormorant Lake is being built and the building of the grade will proceed apace. The contractors for the grading are McMillan Bros. At present writing, the grade is completed to mile 135, with several miles additional, in isolated stretches. Rock cuts will be taken out this winter so that progress in 1914 may be uninterrupted. McMillan Bros. employed 900 men in 1913. In 1914 this number will likely be increased.

For the information of those whom it may concern, it may be well to state that the average wage paid by the H.B. Construction Co. to ordinary laborers has been sixty-nine dollars per month, while skilled workmen, engineers, etc. have been paid as high as \$250.00 per month. Good board is provided at \$4.50 per week. The camps have been remarkably free from sickness and good order has prevailed.

The prospect of the early completion of the railway is very bright. Obstacles to early operations no longer exist and the contractors are impressed that they must push the work "full steam ahead." It is only a matter of a short time until the new route to the "old world" will be in operation and the people of western Canada and the contiguous territory of the United States will reap the benefit of "quicker and cheaper delivery."

## THE NATIVE CANADIAN

The Cree Indians, approximately five hundred in number, occupy a reserve on the north side of the Saskatchewan River. They are a well-dressed, quiet, inoffensive people, who, by surrender of their lands and in other ways, have contributed largely to the settlement of the district. For fifty years missionaries have labored among them and as a result they are thoroughly civilized. Ninety-five per cent. of the Indians are adherents of the Church of England. They are regular attendants at service and many of them are communicants.

# THE PAS

The Indians are the great fur gatherers and as such are making money. As the result of their outdoor work, their endurance is marvellous. In sport there is a keen but friendly rivalry between the Indians and the "whites," but in every instance, where endurance is a factor, e.g. canoeing, football, and long distance running, the "whites" are forced to take second place. In the sprints, jumping, and other sports, where proficiency depends upon quick, intensive action, the white men excel.

Education of the Indians is progressing favorably. Many of them understand English and not a few speak English quite fluently. The growing generation are well educated and some of them fill responsible positions as interpreters and clerks. The tendency of advanced education to draw the Indians away from trapping and hunting, is regarded by some people as inimical to the fur-trade, which is and must be for many years one of the greatest industries of the district. When we consider the beneficial results of education, and the small number of Indians who forsake the avocation of their fathers, the prospect occasions no alarm.

The Indian Department is taking good care of its wards and is safeguarding their interests in every way. A goodly portion of the country has been reserved for them and trespassers are severely punished. At the Big Eddy, the boarding school and a hospital, are nearing completion. The school, completed, will cost \$70,000.00 and will accommodate sixty resident pupils. The hospital will cost \$10,000.00.

H. H. ELLIOTT,

Secy. Board of Trade,

THE PAS, Man.



Steamboats and Barges leaving The Pas for Northern Points

## LIST OF CONTRIBUTORS

WHO BELIEVE IN

# THE FUTURE DEVELOPMENT OF "THE PAS"

Canadian City and Town Properties, Limited  
The Armstrong Trading Company  
N. T. MacMillan Co., Ltd.  
C. H. Anderson  
The Lake Lumber Co.  
F. P. Layton, Limited  
Pas Hardware Company  
The Opasquia Hotel  
McKay's Meat Market  
J. M. Wanless  
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The Finger Lumber Co., Ltd.  
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Nothing too big for us to handle

A full line carried

Everything that a Butcher  
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Our stock  
is always fresh

Ladies', Children's and Men's  
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In Suits and Overcoats  
we cannot be beaten—See Us

Gents' Furnishings

Furniture



We can fit out your house  
from top to bottom

The

**Armstrong Trading Company**

GENERAL MERCHANTS

also

Dealers in Fresh and Frozen Fish

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# Railways make Cities

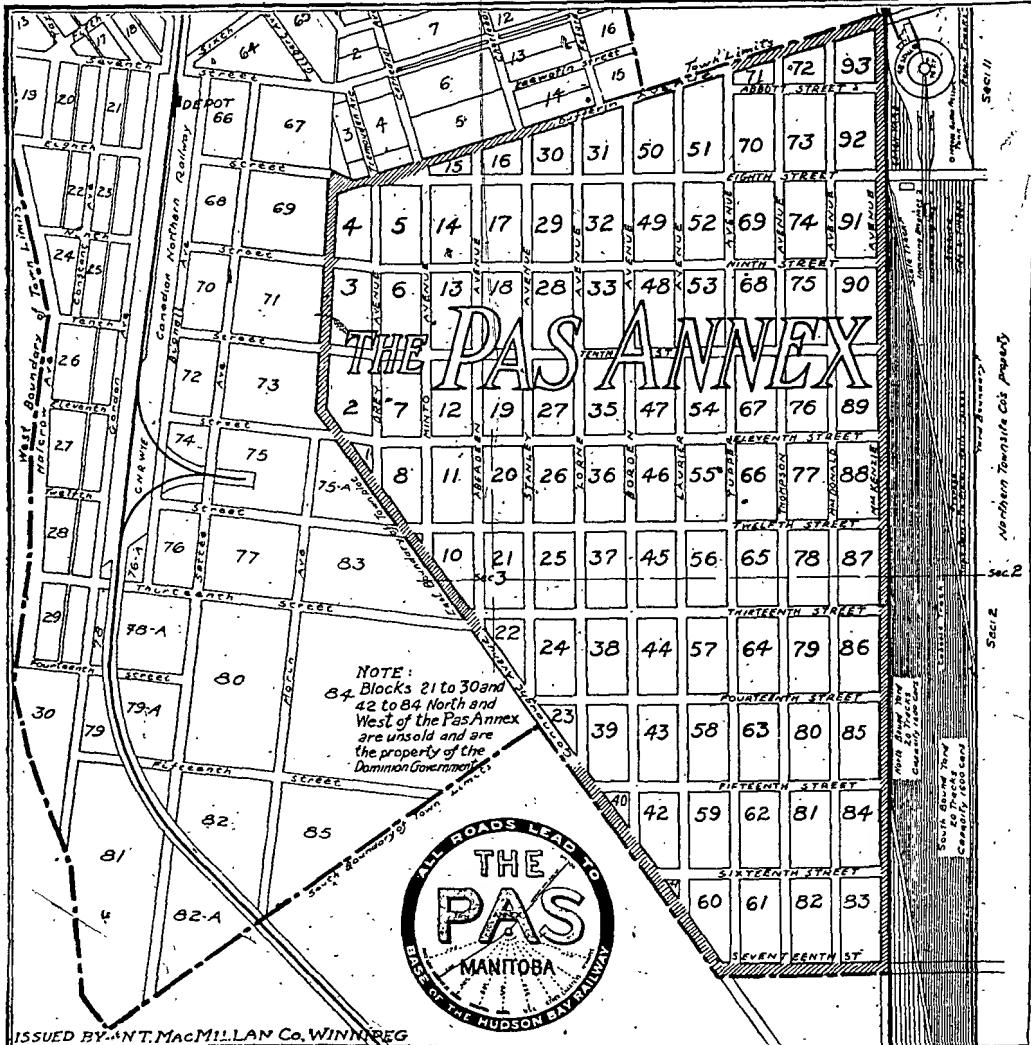
HISTORY IS REPEATING ITSELF AT THE PAS  
AND THE HUDSON BAY RAILWAY AND CONNECTIONS  
WILL MAKE IT A GREAT DISTRIBUTING CENTRE

Note the important position of

## THE PAS ANNEX

which adjoins the \$500,000 General Terminals.

(The lay-out of the Terminals shewn hereon is taken from the plans drawn by the Chief Engineer, and the work is now in progress)



ISSUED BY N. T. MACMILLAN CO., WINNIPEG

LOTS  
\$300 each  
33 x 132  
EASY TERMS  
NO INTEREST  
TORRENS  
TITLE

THE PAS ANNEX supplies a need to the town, as it provides home-builders and business-houses with close-in sites at reasonable prices, and many lots have already been turned over with profit to the investors.

MAIL TO-DAY THIS COUPON FOR FURTHER PARTICULARS.

**N. T. MacMILLAN CO., LTD.**  
301-5 McArthur Building.

Coupon

Please send me your Free Illustrated Booklet, Price List, Memo of Unsold Lots and other printed matter in connection with THE PAS ANNEX, and the new General Terminals now being constructed by the Hudson Bay Ry.

Name ..... Date ..... 1914  
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SECURE  
A  
LOCATION  
NOW  
AS  
LOTS  
ARE  
SELLING  
FAST

WRITE FOR LIST OF PROPERTIES FOR SALE

**C. H. ANDERSON**

LATE MANAGER OF THE BANK OF COMMERCE, THE PAS, MAN.

**REAL ESTATE BROKER**

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**Lumber, Lath, Shingles, Sash  
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Prompt Deliveries,  
Good Quality  
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And Everything in Builders' Supplies

A Complete and Up-to-date Stock always  
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REAL ESTATE INSURANCE FINANCIAL BROKERS

¶ We have the choicest "Inside" and Residential properties listed with us.

¶ For the investment of Capital in Real Estate, this town offers opportunities second to none in the West.

¶ NOW is the time to invest in Manitoba's Next City.

¶ Maps and particulars will be furnished on request.

*We invite your correspondence*

F. P. Layton, Limited

## Hudson Building, The Pas

Offices: CANORA, SASK; THE PAS, MAN.

**SHOOT PETER'S SHELLS**

## Pas Hardware Company

SHOOT PETER'S SHELLS

SHOOT PETER'S SHELLS

Dealers in

Shelf and Heavy Hardware,

Roofing and Building Papers,

Stoves, Paints, Varnishes,

Tinware and Enamelware,

Tools of all kinds,

Zenith Cutlery,

Guns, Rifles, Ammunition, Tents and

Trappers' and Campers' Outfittings a Specialty

*Our Aim: Honest Dealing—Satisfaction to the Customer*

**PAS HARDWARE COMPANY**

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**SHOOT PETER'S SHELLS**

THE PAS, MANITOBA

# The Opasquia Hotel

(Under the management of BERNARD M. STITT)

NOTED FOR ITS CLEAN, COMFORTABLY FURNISHED ROOMS,  
AND EXCELLENCE OF ITS CUISINE

Located on Edward's Avenue—The Heart of the Business District

AMERICAN PLAN

Rates \$2.00 up

## McKAY'S MEAT MARKET

HERALD BLOCK, FISCHER AVENUE

We conduct an up-to-date Meat Market, and carry a well assorted  
line of Meats; also Game in Season.

J. M. WANLESS

CHOICEST  
FISCHER AVENUE FRONTAGE

INSIDE PROPERTY  
AND CLOSE-IN ACREAGE

OFFICE—CARROLL BUILDING, FISCHER AVENUE, NORTH

# HOTEL CECIL

Fischer Avenue

## THE PAS

FOR GOOD ROOMS AND HOME COOKING

H. A. SCHULTZ - Proprietor

Hotel Cecil is under construction, replacing Imperial Hotel, recently burned  
Will be open to the public about May 1st, 1914

## Dreamland

## Theatre

Modern Safe Comfortable

Steam Heated  
Own Power Plant

Seating Capacity 400

Unexcelled Dance Floor 30ft.x80ft.

Offers a complete change of  
Photoplays every evening.

EASTON & MOORS, Props.

## TURNER & Co.

FRED BEATTY - MANAGER

Agents for LAKE OF THE WOODS FIVE ROSES  
WESTERN FLOUR MILLING Co's. PURITY  
OGILVIE'S ROYAL HOUSEHOLD  
ROBIN HOOD MILLING Co's. ROBIN HOOD  
FEED, OATS, BRAN, SHORTS, Etc.

# CARROLL'S Hardware & Furniture Store

FISCHER AVE., THE PAS

Agents for

McClary's famous Stoves and Ranges

Sherwin Williams Paints and Varnishes

Gold Medal Furniture

Alaska Guaranteed Bedding, etc., etc.

## DAVID E. BROWN REAL ESTATE AND INSURANCE

THE basis of all wealth is Real Estate, and if well selected is the safest kind of investment. This is particularly true as regards The Pas property.

Special attention given to purchases, sales and rents for non-residents.

DAVID E. BROWN, P.O. Box 94, The Pas, Manitoba

## THE GATEWAY DRUG CO.

FISCHER AVENUE, THE PAS, MAN.

THE LARGEST DRUG COMPANY IN NEW MANITOBA  
DRUGS, PATENT MEDICINES, TOILET ARTICLES,  
FINE STATIONERY  
KODAK AND PHOTOGRAPHIC SUPPLIES

**B**ACON'S  
BILLIARDS and  
BARBER SHOP

Soft Drinks

CIGARS  
CIGARETTES AND TOBACCO

WHOLESALE AND RETAIL

J. B. Bacon, Prop.

FISCHER AVE.

THE BICKLE-BROWN COMPANY  
REAL ESTATE  
AND INSURANCE BROKERS

EDWARD'S AVENUE - THE PAS

INSIDE PROPERTY A SPECIALTY

Write us for any information regarding investments you have already made  
or that you are considering in The Pas, Pas Centre or The Pas Annex.

THE BICKLE-BROWN COMPANY

GEO. A. McLELLAND, L.L.B.

BARRISTER, SOLICITOR, Etc.

THE PAS

MANITOBA

LOCAL VIEWS

We will mail you 24 different photos of The Pas  
and Hudson Bay Railway Construction for \$1.50

THE PAS DRUG CO.

DRUGS AND STATIONERY

W. CARRIERE

FISCHER AVENUE

THE PAS, MAN.

Buyer and Exporter of Rare Furs.

DAVID CLAPP, B.A.

BARRISTER, SOLICITOR, NOTARY PUBLIC, ETC.

THE PAS

MANITOBA

Solicitor of the Town of The Pas  
Special Examiner in County of Kings Beach  
for the Pas School District No 1635

# The Canadian Bank of Commerce

SIR EDMUND WALKER, C.V.O., D.C.L., LL.D., President  
ALEXANDER LAIRD, General Manager      JOHN AIRD, Assistant General Manager  
V. C. BROWN, Superintendent Central Western Branches  
CAPITAL \$15,000,000      RESERVE \$13,500,000

370 BRANCHES THROUGHOUT CANADA

## The Savings Bank Department

of the Canadian Bank of Commerce will receive deposits of \$1 and upwards, on which interest is allowed at current rates. There is no delay in withdrawing the whole or any portion of the deposit. Small deposits are welcomed.

Accounts may be opened in the name of two or more persons, to be operated by any one of the number or by the survivor. A joint account of this kind saves expense in establishing the ownership of the money after death, and is especially useful when a man desires to provide for his wife, or for others depending upon him, in the event of his death.

### THE PAS BRANCH

T. S. LEITCH, Manager

# UNION BANK OF CANADA

HEAD OFFICE - WINNIPEG

BRANCHES—London, England: 51 Threadneedle Street, E.C.  
“      ”      West End Branch: Haymarket, S.W.  
314 Branches throughout Canada

SAVINGS DEPARTMENT in connection with each branch; interest allowed at current rates

FUNDS TRANSMITTED, and made AVAILABLE, in all parts of the world, by use of our Travellers' Cheques, letters of Credit, Cable and Telegraphic Transfers, Drafts and Money-Orders.

### THE PAS, MAN., BRANCH

B. B. SNYDAL, Manager

# The Hub

# The Hub

***The Men's own Store***

The largest and most complete stock of Men's Clothing and Furnishings in Northern Manitoba

# Bunting's

# Bunting's

---

The Pas "Leading Clothes Shop"

---

***OUR STOCK COMPRISING:***

Men's Suits [Style Craft and Fit Rite  
Brands]

" Shirts [Famous W. G. & R. Brands]

" Collars [Famous W. G. & R. Brands]

" Underwear [Stanfield's Unshrinkable  
B.V.D. and Watson's]

" Overalls [Brotherhood's and Peabody's  
Union Made]

" Shoes      |      Genuine Slater's  
Sole Agency      |      Original Chippewa's

---

## FULL LINE OF GROCERIES

STRICTLY FRESH, QUALITY GUARANTEED

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***Get the Habit —***

***Go to Bunting's***

The  
**Hudson's Bay Company**

*The Great Traders of the Great West*

Everything for  
**THE SPORTSMAN  
THE TOURIST  
AND THE PROSPECTOR**

||  
**CANOES, RIFLES,  
AMMUNITION, TENTS,  
TOOLS, CLOTHING,  
PROVISIONS, MEDICINE  
CHESTS, Etc., Etc.**

The  
**Hudson's Bay Company**  
*The Pas Branch*

# The Finger Lumber Co. Ltd.

**THE PAS, MAN.**

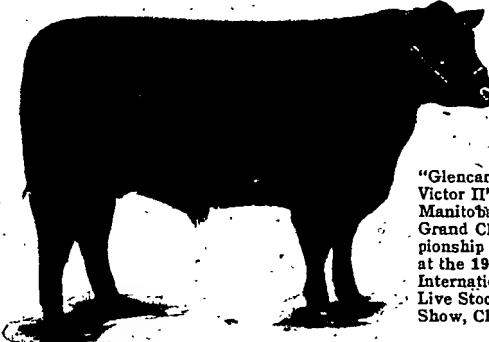
**MANUFACTURERS OF**

**Saskatchewan White  
Spruce Lumber and Lath**

*Capacity 250,000 feet*

We employ 250 men in the Summer  
Months and from 500 to 600  
men in the Winter Months

**Yearly Pay Roll - \$240,000.00**



"Glencarnock  
Victor II"  
Manitoba's  
Grand Cham-  
pionship Steer  
at the 1913  
International  
Live Stock  
Show, Chicago

# A Winner

For the first time in the history of the International Live Stock Show, the sweepstakes Grand Championship has been won twice in succession by an individual breeder. Mr. J. D. McGregor, of Brandon, Manitoba, has just accomplished the feat, again capturing the coveted honors of a continent for Manitoba with "Glencarnock Victor II," another wonderful tribute to Manitoba's feed products.

This year's grand champion was fed solely on oat and barley chop, turnips, oat sheaves, prairie hay and a very little linseed meal.

# MANITOBA

## FIRST PROVINCE OF WESTERN CANADA

Manitoba also captured the First Prize and Gold Medal at the Dominion Fair, held at Brandon, this year, for the ten best beef animals exhibited by any Canadian province. Manitoba exhibits have again been winning gold medals at Toronto and elsewhere during the year.

Although grain growing has given Manitoba her agricultural pre-eminence in the eyes of the world, the province is known as the very Home of Mixed Farming because of its natural conditions and tremendous market advantages. The Manitoba farmer works not merely for a living, but rather for a good big profit.

Nowhere in the world can foods for stock be grown more successfully than in Manitoba, while a clamoring market points unwaveringly to substantial profits.

Customs returns show that during the year ending March 31st, 1913, Manitoba imported 1,596,480 dozen eggs, valued at \$314,121. It took 51 cars to bring in the dressed poultry required over and above all local supply, representing a value of about \$243,000. Approximately 2,000,000 lbs. of butter were received at Winnipeg from the United States and Eastern Canada during 1912, a value of \$560,000, while Winnipeg creamery companies bought \$120,000 worth of milk and cream from two Minnesota cities alone. The customs receipts for imported bacon and hams amounted to nearly 5,000,000 lbs., worth

\$573,569. Tomatoes came in cans at the rate of 238,292 lbs. while 18,722 bushels of potatoes were brought into the province together with other kinds of vegetables to the value of \$76,233.

Add these totals together and you have nearly two million dollars, waiting for somebody to come and pick them out of the rich Manitoba soil. Plenty of it available.

There is scarcely an item in the long list of food needs which cannot be produced by the Manitoba farmer, superior in quality to any of the importations which at present represent the huge difference between demand and total local supply. Only about one quarter of the 25½ million acres of land surveyed in Manitoba was under crop this year. It will be seen at once, therefore, that Manitoba's great need is men to go on the land and that this need is the newcomer's money-making opportunity.

Why not let us help you to cash in on it? Why not WRITE at once for literature and full information? There are so many sound, common-sense business reasons why you should choose MANITOBA as the location for your Canadian home that to go elsewhere before investigating this Market-Centre Province is to deal unfairly with yourself and your family.

### WRITE:

## HON. GEORGE LAWRENCE

Minister of Agriculture and Immigration

Winnipeg

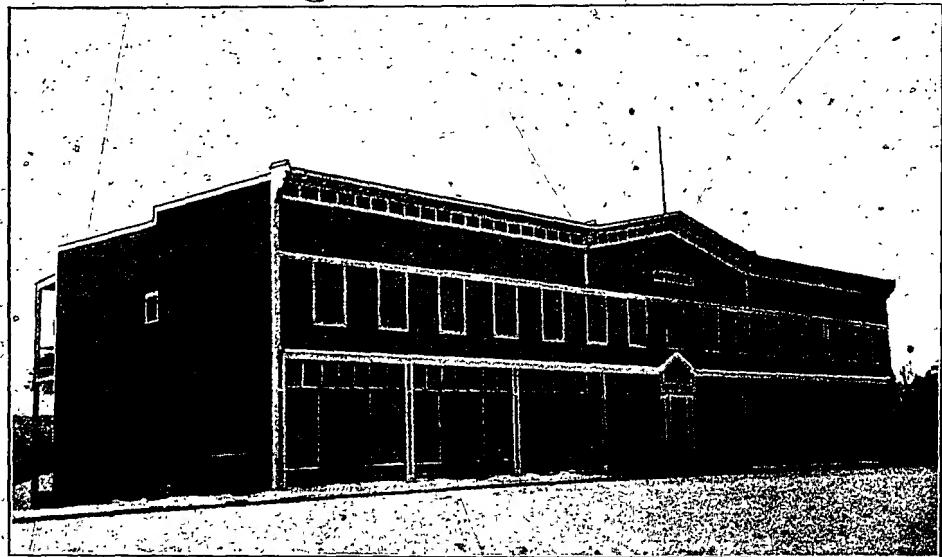
Manitoba



On a farm near Winnipeg—in size, yield, succulence and flavor, Manitoba vegetables are unsurpassed. So great is the market demand that Winnipeg alone, it is estimated, sends out \$20,000 per day for garden stuff over and above local supply.



# CANADIAN CITY AND TOWN PROPERTIES, LIMITED



RUPERT HOUSE

Fine Clean Rooms

Steam Heated



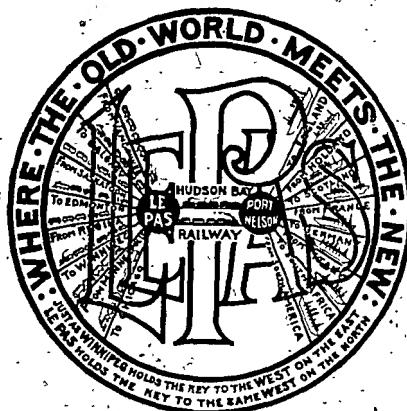
HUDSON BUILDING

Stores and Offices

Steam Heated

Above are two of the Buildings lately erected by the Canadian City and Town Properties, Limited, who have also erected two other Store Buildings and several cottages at The Pas.

F. P. LAYTON, LTD., Rental Agents.



No point on the North American Continent offers chances of big profits on real estate investments comparable to those offered by

## THE PAST

We claim the honor of being the first to have realized the geographical and strategical position of

## The South Terminus of the Hudson Bay Railway

Having established the first real estate office in that Northern City, where we have resided for two years, we believe we are in a position to guarantee the genuineness of every proposition on our lists. We have some good bargains in

# THE ORIGINAL TOWNSITE PAS CENTRE THE PAS ANNEX

Whether you wish to buy or not, we will be pleased to furnish you with full particulars at any time you may choose to call. Any information at our disposal or within our knowledge pertinent to the Hudson Bay Railway or the territory traversed by this Government project will also be yours for the asking. It is a pleasure for us to converse about the subject. Ask to see our maps and, if you have time, to read through the numbers of *The Herald*, Le Pas Pioneer Newspaper.

*Write, Wire, Phone, or Call*

# DE TREMAUDAN & CO.

**Room 8, 237½, Portage Ave., Winnipeg, Man.**

Phone Numbers: Business. Main 4522 Residence Main 1774

*Cut and send the following coupon to*

Messrs. DE TREMAUDAN & Co.,  
Room 8, 237½ Portage Avenue, Winnipeg, Man.

Gentlemen:—Without any obligation on my part to purchase you may send me full information about real estate at Le Pas.

**Address** \_\_\_\_\_

CAPT. H. H. ROSS  
PRESIDENT

HARVEY L. WEBER  
SECRETARY-TREASURER

## The Ross Navigation Company Limited

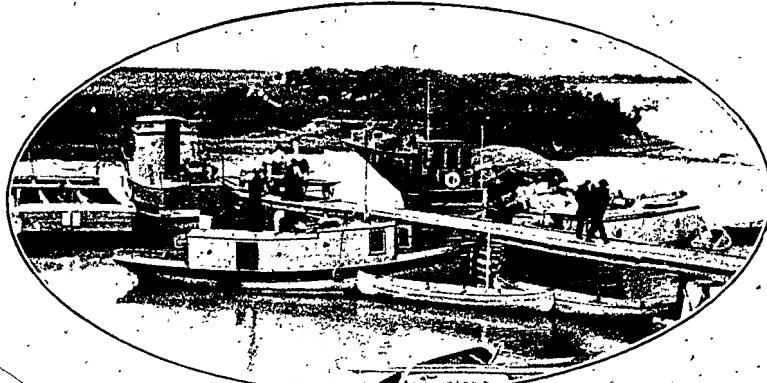
### THE PAS, MAN.

S.S. "MINASIN"

S.S. "NOTIN"

S.S. "PAS"

S.S. "SAM BRISBIN"



Docks and Boats, R.N.-Co.

A General Passenger, Freight and Towing Business, carried on between The Pas, Cumberland Lake, Sturgeon Lake, Moose Lake, Cedar Lake, Grand Rapids, and all points on the Saskatchewan River in the vicinity of The Pas.

Finis



